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25X1

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|------------------------------------|--------------|-------------------------|----------------|
| COUNTRY                            | East Germany | REPORT NO.              |                |
| TOPIC Gr. asenhein Airfield        |              |                         |                |
| EVALUATION                         | 25X1         | PLACE OBTAINED          | 25X1A          |
| DATE OF CONTENT 13 to 26 July 1953 |              |                         |                |
| DATE OBTAINED                      |              | DATE PREPARED           | 17 August 1953 |
| REFERENCES 25X1A                   |              |                         |                |
| PAGES                              | 3            | ENCLOSURES (NO. & TYPE) |                |
| REMARKS                            |              |                         |                |

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1. During the night of 13 and 14 July 1953, intensive air activity was carried out by swept-back jet fighters. Between 8 a.m. and 1 p.m. on 21 July, there was a 3/10 overcast and local flights by MiG-15s. At 4 p.m., a twin-engine aircraft crossed over the town at an altitude of 150 to 200 meters. At 3:45 p.m. on 22 July, formation flying was practiced by 6 MiG-15s during which time the degree of cloudiness changed.

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3. On 14 July, 3 swept-back jet fighters and 1 biplane were counted at the field. High flying started at 8 p.m. Jeep [ ] was observed at the field.
4. The following air activity and aircraft were observed at the field between 14 and 22 July:

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14 July. During the morning and afternoon, individual take-offs were made by swept-back jet fighters, taking off from the east to the west and then heading toward the northwest. The aircraft landed after about 12 minutes.

15 July. Between 7 a.m. and 5 p.m., there was air activity by MiG-15s and U-MiG-15s, equipped with auxiliary fuel tanks. The aircraft made individual flights with their landing gears extended and also flights in elements of twos maintaining interval of about 20 meters and a distance of about 80 meters. Two Po-2s were occasionally observed aloft. There was a 5/10 overcast and a scattered cloud base.

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16 July. At about 9 a.m., 32 MiG-15s and U-MiG-15s were parked at the field. Between 11 a.m. and 7 p.m., flying was practiced by individual aircraft flying with their landing gears extended also by aircraft flying in elements of twos and by a single-Po2. There was a scattered cloud base.

17 July. With increasing cloudiness during the morning, air activity was conducted by swept-back jet fighters, most of which flew individually with extended landing gears. A few flights were made by aircraft in groups of twos which flew in the vicinity of the field and remained aloft for about 15 minutes. The same air activity was conducted between 2 p.m. and 5 p.m. Two swept-back jet fighters were observed aloft between 9:30 p.m. and 9:45 p.m. There were no searchlights in operation. The following take-offs and landings were observed between 11:04 a.m. and 12:30 p.m.:

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| Take-Off   | Landing    |
|------------|------------|
| 11:04 a.m. | 11:21 a.m. |
| unknown    | 11:04 "    |
| 11:12 a.m. | 11:15 "    |
| 11:14 "    | 11:18 "    |
| 11:16 "    | 11:20 "    |
| 11:41 "    | 11:44 "    |
| 11:43 "    | 11:46 "    |
| 11:45 "    | 11:48 "    |
| 12:11 "    | 12:28 "    |
| 12:13 p.m. | 12:30 p.m. |

18 July. Between 7 a.m. and 11 a.m., local flying was practiced by swept-back jet fighters, in spite of rain.

19 July. There was no air activity. The degree of cloudiness increased from 8/10 to 10/10 and there were thunderstorms during the afternoon.

20 July. During the morning, a few MiG-15s were observed aloft. Shortly after 2 p.m., a Po-2 practiced flying. At 8:30 p.m., night flying was begun by swept-back jet fighters but the fighters did not operate with searchlights. At about 3 p.m., 27 MiG-15s and U-MiG-15s were counted at the field.

21 July. One formation of 12 MiG-15s with auxiliary fuel tanks was observed aloft between 7:30 a.m. and 8:10 a.m. and again between 11:20 a.m. and midnight. The intervals and distances between the individual aircraft in the formation were about 20 meters and 40 meters respectively. Take-offs were made in elements of twos. Between 1 p.m. and 4 p.m., two formations of four aircraft took off and headed west.

22 July. There was a 2/10 overcast in the morning and a 8/10 overcast in the afternoon. Flying was practiced by aircraft in elements of twos which remained aloft for about 20 minutes. At about 4 p.m., 30 MiG-15s and U-MiG-15s with auxiliary fuel tanks were parked on the landing field.

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6. On 13 July, Soviet Air Force officers, about 20 years of age, from European Russia and who were wearing new uniforms with black-bordered blue epaulets and

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25X1 propeller insignia on the right breast side, were observed in the town and in the vicinity of the field. On 20 July, between 5 p.m. and 7 p.m., 12 MiG-15s and U-MiG-15s were parked at the field. There was air activity by MiG-15s, U-MiG-15s and a Po-2. Shortly after 7 p.m., about 50 soldiers with black-bordered blue epaulets armed with submachine guns and carbines and with light equipment fell in at the main gate of the field. Jeep [ ] and trucks

25X1B [ ] were observed entering and leaving the field.

25X1 Comment. The observed air activity confirms the assumption that the two fighter regiments at Grossenhain airfield **conduct basic** in addition to advanced pilot training. This is further supported by the observation of noticeably young officers in Grossenhain. The aircraft [ ] is reported for the first time from East Germany, while the other aircraft [ ] were previously observed in Grossenhain. A total of about 60 MiG-15s are believed to be stationed in Grossenhain. Most of these aircraft are generally parked in numerous hangars at the field. The number of 60 MiG-15s was estimated on 16 June 1953 when probably all of the aircraft were parked outside of the hangars. Since 1 October 1952, 51 different aircraft [ ] have been observed at Grossenhain airfield.

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